A Submission To The

Ontario Ministry of Transportation

From The Corporation Of The

Township of Atikokan

DEVELOPMENT ROAD PROGRAM ASSISTANCE

March 9, 1990

ATIKOKAN'S DEVELOPMENT ROAD PROGRAM - WHY IT IS NEEDED

The Township of Atikokan is hailed in Ontario because

- it didn't die when the mines shut down
- it stemmed its losses and stabilized its economy
- it is now starting to grow and diversify
- it has shown great inventiveness and initiative in accomplishing much of the foregoing on its own.

The community has received much help from the Province. The Province has been an important and willing partner and a consistent supporter of Atikokan's economic growth and diversification efforts.

Atikokan has a stubborn pride and a determination to face the future with optimism, energy and creativity. If it is to achieve the success that it hopes for and which the government of Ontario also hopes for, it needs the assistance provided under the Development Roads Program of the Ontario Ministry of Transportation.

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BACKGROUND

Atikokan is a community that has suffered an economic disaster - the closure of its two primary industries and the loss of over 1100 direct jobs, over 60% of its work force. It survived that disaster, has stabilized its economy and is now slowly diversifying its economic base. The future looks increasingly promising. The community has made extraordinary efforts to help itself. It is on the road to recovery. It cannot effect that recovery entirely on its own. The community needs help.

Atikokan's economic renewal efforts have primarily focused on the tourism industry. Bold, exciting tourism development initiatives are under way. In addition, the Town has had some success in diversifying its manufacturing base. The forest products industry has replaced mining as the "big" employer, directly or indirectly employing about 35% of the local work force.

Atikokan has no choice - it must reconstruct large portions of its road network

- To attract and retain tourists and to support its tourism development projects
- To compete evenly for new manufacturing and other new business investment
- To ensure that its major roads remain passable to vehicular traffic.

Most of the roads in Atikokan were constructed during the period 1957-1963, the time during which the Steep Rock Iron Mine and the Caland Ore mine were brought into production.

New Highways were constructed through the Town to access the two mines. New roads were also constructed to service the new housing subdivisions which were put in place to serve the sudden increase in population required by the mines' work force. In the 1960's, with its attractively laid-out paved roads, Atikokan was hailed as a model community.

Because most of Atikokan's roads were constructed within a ten-year time period, it happens that they are all simultaneously wearing out. The roads have all exceeded their designed lives and the design standards of the late 1950's and the early 1960's were inadequate, given today'sroad traffic. Thirty to forty years later, virtually all the community's roads, excepting those rebuilt in 1988 and 1989, are in a state of collapse.

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Atikokan has not ignored its road repair and reconstruction needs. It conducted a significant road construction and reconstruction program between 1979 and 1989. This program was governed by several planning principles:

1. The Town had to build new roads in order to service a new industrial park and to encourage development to occur in the park.[1] These were not full-service roads but were constructed to the minimum standard to do the job.

2. The Town had to repair/rebuild the most hazardous and poorest of its roads, simply to allow traffic to flow.

3. Some road reconstruction was required in order to maintain minimum appearances. These roads, as it turned out, also met criteria No. 2 (above) - they had to be rebuilt or closed.

4. Any road construction had to fit the Town's ability-to-pay.[2] The Township had a long tradition of "pay-as-you-go" policy from current revenues. In 1988 and 1989, Council concluded that the roads "problem" could only be resolved by putting the Town's future financial flexibility at risk by raising extra funds through the issuance of debentures.

As a result, in 1988, the Atikokan Township Council, with M.T.O. encouragement, embarked on a major road renewal program.[3]

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[1] See Appendix No. 1 which outlines the road reconstruction program in Atikokan for the period 1979-1989.

[2] See Appendix No. 3 which outlines the financing for Atikokan's road renewal program from 1984 -88.

[3] Please refer to Atikokan's Long Range Road Reconstruction Program, Appendix No. 2

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THE IMPACT OF THE MINE CLOSURES ON ATIKOKAN'S ABILITY TO PAY

The closure of the two iron mines - Steep Rock Iron Mines and Caland Ore Company - had a devastating impact on the community of Atikokan.

Tax Assessment

The tax assessment base fell from $15,788,000 in 1979 to $ 9,879,336 in 1989 - a 37.4% drop. The proportion of the tax base borne by residential tax payers increased from 33.8%[4] up to 57.4%. Commercial assessment dropped from 43.7% to 30.8% and business assessment dropped from 22.5% of the total assessment to 11.5%. Obviously, the remaining commercial and business tax payers could not carry the load. While the business and commercial sectors in the Atikokan economy showed a modest 5% growth in assessment in 1989, one year is clearly not a trend.

Tax Increases

The Municipal Mill Rate in Atikokan increased by 139% from 1979 to 1989 which trailed the 183.8% increase in the Consumer Price Index over the same period. Some might criticize the Township Councils during this period for not increasing taxes at a rate equal to the C.P.I.

To do so ignores the impact of a significantly reduced tax base. If Atikokan had been able to simply increase the tax revenues of 1979 by the rate of inflation from 1979 to 1989, it would have received an additional $6,877,871 in revenues from local tax payers during that time period. Even the lower-than-C.P.I. mill rate increases that were adopted over that time period would have produced over $5 million in extra revenue to the Town.

The Town Council would have courted disaster if they had attempted to keep revenues in line with inflation through tax increases applied to a shrinking assessment base. Even the tax increases that were applied caused great difficulties for the Town's remaining businesses. For example, Proboard Ltd., Atikokan's major employer has seen its taxes rise from $96,177 in 1980 to $405,599 in 1988 - a 422% increase. Proboard Ltd. recently had to negotiate a "no increase" two-year labour agreement in order to stem their operating losses and remain in business.

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[4] See Appendix No. 6 "Financial Background - Township of Atikokan 1979 - 89" prepared by the Atikokan Economic Development Corporation, February 28, 1990.

The White Otter Inn has seen its taxes rise from $11,979 in 1980 to $42,168 in 1988. The Realty and Business Tax story is the same for all of Atikokan's highest assessed businesses. The Township Council has reached a point where further tax increases might only serve to drive some of its best businesses into closure or destroy their competitive edge. In this event, the tax assessment from the failed businesses would be lost to the Town and any tax increase would be self-defeating.

Debt Load

Atikokan has been criticized for its traditional "pay-as-you-go policy and its unwillingness to build for the future through debt financing. The community also has a strong tradition of voluntarism which went a long way to helping it pay its way. In anticipation of the mine closures, the Town built a new 25-bed hospital, an industrial park and an incubator industrial mall, a new airport, a new Seniors' drop-in centre, a new housing subdivision, a new golf course, a new curling rink and community centre, a new ski chalet, and a new museum. From 1979 to 1989, the community built a new sewage treatment plant, a new water treatment plant, a new seaplane base, a tourism visitors information centre, a new gymnasium/auditorium addition to the high school and expanded its health and social services.

It may have been possible for the Town to follow a pay-as-you-go policy at one time, but no longer.
Atikokan was saddled with a major increase in debenture debt in 1984 to cover its share of Rainy Crest Home For The Aged in Fort Frances. In order to service its road reconstruction costs in 1988 and 1989, the debenture debt load was increased 300% to almost $2.8 million, 1.87 times the annual tax revenues in 1989.

Demographics[5] and Ability-To-Pay

Two major trends are evident from a review of the demographics of Atikokan for the period 1979 to 1988.

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[5] See Appendix No. 7 "Atikokan Demographics" based on the Ontario Population Report by the Ministry of Municipal Affairs for the years 1979, 1980, 1982, 1985 and 1988.

First, the age group 0 to 20 years has shown a 20% decline between the average of 39% of the population from 1979 to 1985 down to 31% of the Town's population in 1988. If one assumes that the general trend in Canada to a further-reduced birth rate will continue, it can be inferred that the 0-20 year population will continue to get smaller.

Second, the number of people in the "Over 65 years" sector has increased by 75%, from 6% of the population to 10.5%. This large increase in those on fixed incomes seriously impairs Council's ability to resolve its roads program through increased taxes because this sector has a limited ability to pay. In fact, the Community and Council must soon face an additional large expense burden - the development of additional chronic care and homes-for-the-aged facilities.

While the working population has increased as a percentage of the population, it must be realized that the population base has declined from 5162 persons in 1979 to 3891[6] in 1988. As well, in 1987[7] it was estimated that the average hourly wage (excluding the unemployed) in Atikokan had declined to less than 2/3 of what it would have been had the mining activities in Atikokan not ceased.

Atikokan has made great strides in creating new jobs to replace the 1100 jobs lost when the mines closed. Winter unemployment has been reduced from over 35% to about 15% since 1981. Summer unemployment has similarly dropped from 30% to about 10%. Another 5% of the work force has dropped out of the labour market and is receiving social assistance. Most of the new jobs are in the tourism, retail and hospitality sector which typically pays much less than primary resource sector jobs. Seasonal and part time work has displaced much full time employment. While Atikokan has made great progress on its road to recovery, it still has a long way to go.

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[6] There is some reason to believe that the 1988 population figures are low and that the true population of Atikokan is closer to 4400 persons. In 1988, for the first time, the population calculations were not based on a voters' list derived from door-to-door enumeration. They were based on the returns of a mailed-out/mail-back form. Town officials believe this resulted in an incomplete population tabulation. Even so, Atikokan has experienced at least a 15% population decline since 1979 and perhaps as much as a 25% drop in population.

[7] Reference: "Township of Atikokan - Study of a Changing Community" by Miriam Wall, Anderson Management Services, May 1987.

ATIKOKAN'S FUTURE PROSPECTS

FOREST PRODUCTS INDUSTRY

Atikokan's current economic activity is highly dependent on the surrounding forests. The primary employers are Proboard Ltd., a local particle board plant, and Atikokan Forest Products Ltd., a sawmill located at Sapawe, about 25 kilometres east of Atikokan. Both these industries are vulnerable to sudden shifts in house building in North America, competitive pressures from other producers, and the advent of new technology. In total, about 250 persons are employed in these plants and about 200 more are employed for small contractors in wood harvesting.

The community has been attempting to further develop and expand its forest products sector. There is potential to establish either a furniture component factory or a knock-down furniture factory in Atikokan to serve the Mid-West United States market. In addition, there is sufficient wood supply to support the development of either an oriented strand board (wafer board) plant or a parallel strand lumber plant in Atikokan which would create over 350 new jobs in Atikokan.

Currently, the state of the community's roads is a real and serious barrier to economic development in Atikokan. The state of the roads creates such a negative first impression that it is hard to put forth our most attractive feature - quality of life - to potential investors. If these projects do come into being, the state of the roads will impair the recruitment of plant workers to the community.

THE TOURISM INDUSTRY

The community's long-term strategy, developed in 1986-87, put a very heavy emphasis on economic diversification through development of the local tourism industry. Atikokan is attempting to create a critical mass of family and outdoors vacation attractions which will increase the number of tourists coming to Atikokan through all four seasons of the year.

Some of the tourism development projects currently being pursued by the community of Atikokan are listed below. It is important to see them not as individual, stand-alone developments. Instead, they represent an integrated array of attractions, each one contributing to the attractiveness of the others. They all have been carefully selected to not only increase the numbers of visitors to Atikokan, but to increase the lengths of stays in the community and to optimize the economic returns from those visits.

White Otter Castle Renewal: A not-for-profit corporation has been set up to raise funds to restore this interesting attraction. Work will commence in 1990. The total project cost is estimated at $1.5 million. The castle is expected to attract over six thousand visitors to the area each year, (double the current rate) and this should create about three thousand occupancy nights for the local hospitality industry. The castle visitations will be spread throughout the year and will specially contribute to increased winter tourist visitations.

Rainy River Corridor Marketing: Stimulated by up-front investment from the public sector, this private sector cooperative will concentrate and focus the marketing and promotion of the businesses and communities from Rainy River along Highway 11 to Atikokan. The program will promote a "menu" of vacation experiences available to the tourist travelling through the Rainy River District. It will promote exciting, varied, wholesome and educational family vacations rather than only focusing on fishing and hunting as was typically promoted in the past. One important element in this new approach is the promotion of the quality of our Towns. Tourists will use the quality of Atikokan's roads as one quick measure of the Town. How they measure the Town will affect their decision as to how long they will stay here.

Great Northwest Snow Machine Route: A study is under way to establish a snow machine route from the U.S. border to Atikokan, Ignace, Sioux Lookout, Dryden, Red Lake, Kenora and Fort Frances. Initial projections call for up to 3,000 snowmobilers, mainly from the United States, visiting Atikokan in the winter time. Snowmobilers travel with their machines and their wallets. They like to stop over in communities such as Atikokan. Many will drive directly here and then set out on the trail system. All will require gasoline, oil, parts and repair services.

Steep Rock Iron Mining Theme Park: This feasibility study will report in the fall of 1990. It is examining the feasibility and developing a conceptual outline of a family theme park which would celebrate the technical achievements involved in developing the Steep Rock and Caland mines and would salute their contribution to the North American economy.

More earth was moved in developing the Steep Rock Range than was involved in building the St. Lawrence Seaway and the Panama Canals combined. The iron ore removed from the range was sufficient to build every automobile ever made in Canada with steel left over.

Environmental Research and Education Centre: A pre-feasibility study is under way to establish the viability of establishing a "world class" environmental research centre in the Atikokan area which would take advantage of Quetico Park's wilderness status in the midst of industrial/resource development. Its emphasis would be on changes in the biosphere, though other research related to the park would also be undertaken. Coupled with the research facility would be a public education facility which will assist the lay public to understand major environmental issues such as the disappearing ozone layer, and to interpret the Centre's research. This could become a major four-season tourist attraction. This centre would likely attract over ten thousand visitors to Atikokan over the course of a year.

Rural Electrification: A solution appears to be now at hand to extend Ontario Hydro service west along the Seine River system. This will bring power to four existing resorts and encourage the development of new resorts and marinas along the route to service the boat traffic on the Voyageur Heritage Waterway. It will also encourage new cottage lot development in the area. It is also possible that Ontario Hydro service will be extended north along Highway 622 to Turtle Lake, opening up the possibility of further cottage lot and resort development.

Fish Hatchery and Fingerling Ponds: The Atikokan Sportsmen's Conservation Club has opened a fish hatchery and has developed experimental ponds for raising fry to fingerling stage, increasing the survival rate once the fingerlings are stocked in a lake. This could be of interest to tourists and will assist restoring our fish stocks.

Snow Lake Fish Farms: This experiment will soon expand to be a viable commercial fish farm. Located in the former Caland Ore mine pit, this fish farm also intends to introduce direct sales of frozen brook trout, arctic char and salmon, as well as a "Catch-and-Pay (by the pound or inch)" program for tourists.

Trade Show and Carnival: Put on primarily for local citizens, it does attract tourists. As it grows in concept and size, it will attract more tourists in the spring of the year.

Atikokan Pioneer Hall of Fame: Atikokan has an interesting history spanning the early days of forestry, power generation and mining. These themes repeat themselves up to the current day. The people involved in these accomplishments are equally interesting. Started this year, the Hall of Fame will be an added attraction to history buffs who visit the Atikokan Museum.

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Sports Days: This exciting summer time event attracts hundreds of visitors to a wide range of events from Water-Cross events (snowmobiles), fish derbies, dances, fiddle contests, etc. It lasts up to seven days and gets better organized and more attractive to both locals and tourists each year. Discussions are under way to establish a winter equivalent of Sports Days - a Carnival - as an annual event in Atikokan.

Customs Officer: Some of Atikokan's increased tourism activity prefers to come to the community by airplane. Those coming from the U.S. are discouraged by the cost and inconvenience of clearing Customs and Immigration at a border Port of Entry. If this service is established, they will be able to fly direct to Atikokan.

Waterfront Development and The Voyageur Heritage Waterway:

The Voyageur Heritage Waterway project is generating the most urgency to consider waterfront development in Atikokan. The project involves improvements to the Atikokan River and the Seine River water courses to allow the passage of up to 24 foot length motor boats from Atikokan to Fort Frances and then on to Minaki, north of Kenora. It will also provide access to the waterway system by the thousands of boat owners in the Crane Lake system of Northern Minnesota. This project is in the final stages of implementation and funding is almost all in place. It is hoped that work on the waterway will begin in 1990.

Secondly, the waterway will provide an important new recreation opportunity for the citizens of Atikokan. It will enlarge and improve our quality of life. Many local citizens cannot afford a private summer cottage or their work lives do not support the nature of cottage living. They can afford large motor boats and they will want to cruise the Seine River system, Rainy Lake and Lake of the Woods.

This increased tourist activity will stimulate a number of "downstream" developments:

- The development of new tourist resorts and marinas on the Seine River system. It will also improve the financial performance of the existing resorts along the Seine River. This development will be substantially enhanced by the proposed extension of Ontario Hydro service to this area, displacing the need for expensive diesel-generated power.

- The opening of new cottage lots along the Seine River-lakes system west of Atikokan.

- The development of expansions to the Town's existing hotel/motel capacity, the construction of new motels, the modernization of our existing restaurants and the construction of new restaurants.

- The development of new service businesses in Atikokan such as marinas, boat and motor sales, small engine repairs.

The current need is to look at the river front property on both sides of the Atikokan River, from below Little Falls through to the site of the former Poirier's Trailer Park on Front Street. The development potential of the river bank properties need to be assessed in the light of the Flood Plain development restrictions and the business development opportunities which might arise from the Voyageur Heritage Waterway development project.

Appendix No.1 **Atikokan Road Reconstruction Record 1979 -1989**

1.	1978-79	Alder Street - Total rebuild	Residential expansion
2.	1979	Mackenzie Ave. - Croome St. to Highway 622 - paved Dorothy Street - Zuke Road to Heron St. - paved Partridge Street - Dorothy to Heron - paved	Trailer park Development
3.	1979-80	Goodwin Street - Entire - new construction Rooney Street - Entire - new construction Mackenzie Avenue - Rooney to Mackenzie Bridge - new construction	Ind. Park Development
4.	1980	Niven Street - O'Brien to Clark Street - Total rebuild White Street - Main to Niven - Total rebuild	Deterioration "
5.	1982-83	Airport Road - O'Brien Street to Airport Terminal - Total rebuild	"
6.	1983-84	Front Street - White Street to C.N. spur line - partial rebuild and pavement overlay	"
7.	1985	Airport Road - O'Brien to Airport Terminal - paving Main Street - Burns Street to West Street - partial rebuild, curbs and gutters, paving O'Brien Street - Main Street to Niven Street - partial rebuild, curbs and gutters and paving Cedar Crescent - Alder to Norway Road - Total rebuild Sumac Road - Cedar Crescent to Alder - Total rebuild	" " " " "
8.	1986	Steerola Street - Mercury Avenue south - total rebuild	"
9.	1987-88	O'Brien Street - Mackenzie to Main Street - Total rebuild Mackenzie Avenue - Gorrie Street to Croome Street - Total rebuild	" "
10.	1989	Burns Street - Mackenzie Ave. to Niven - Total rebuild Gorrie Street - Mackenzie to Niven - Total rebuild Mark Street - Mackenzie to Niven - Total rebuild White Street - Mackenzie to Main - Total rebuild Mackenzie Ave. - Gorrie to West Street - Total rebuild O'Brien St. - Maple Street to Mercury Ave. - Total rebuild	" " " " " "

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The Corporation of the Township of Atikokan
Development Road Program Assistance Request

Appendix No. 2

ATIKOKAN LONG RANGE ROAD RE-CONSTRUCTION PROGRAM

	Project	Total Length	Estimated Cost
1.	O'Brien Street - Airport turn off to Mercury Avenue	2,170 lin. metres	$ 2,136,740
2.	Mercury Avenue - Morson to Mackenzie Avenue	1,875 L.M.	1,662,650
3.	Polaris and Fotheringham Streets	232 L.M.	340,770
4.	Hemlock Avenue - Mercury to Hawthorne	670 L.M.	696,800
5.	Hawthorne Avenue - Hemlock to Willow Road	610 L.M.	634,400
6.	Birch Road	425 L.M.	442,000
7.	Maple Crescent	1,175 L.M.	1,222,000
8.	Hogarth, Hematite, Spring (part)	760 L.M.	696,800
9.	Rawn Road, Poplar (part)	550 L.M.	572,000
10.	Larson Street	300 L/M/	312,000
	10% Contingency		871,616
	5% Inflation to 1990		435,808
	7% Administration		701,651
	TOTAL		$10,725,235

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Appendix No. 3

Summary of Expenditures and Funding for Roads 1984-89

Year	Total Expend.	M.T.O. $	MTO %	MND $	MND %	Town $	Twp %
1989	$ 2,240,199	$ 145,000	6.5%	339,800	15.2%	$ 1,775,399	78.4%
1988	603,419	270,201	44.8%	75,000	12.4%	258,218	42.8%
1987	504,988	69,169	13.7%	150,000	29.7%	285,819	56.6%
1986	79,181	29,012	36.6%	4,139	5.2%	46,031	58.1%
1985	697,873	460,333	66.0%	nil	nil	237,540	34.0%
1984	643,876	533,828	82.9%	nil	nil	110,048	17.1%
TOTAL	$ 4,769,536	$1,506,543	31.6%	568,939	11.9%	$ 2,666,055	55.9%

March 9, 1990

EXPORTS BUILD CANADA EXPORTER, ÇA RAPPORTE

To/À

From/De

Date

CADDO

1. Norlab
2. Stinchcombe – Probound
3. O2 & Electrocare / Remus
4. T.B. Ventures / Harold Wilson
5. Hemiwood
6. QCR cheque
7. Dennis
8. Edonetwork – quote on space, effective date, + Karen Farrel

Appendix No. 4

MAPS

ORIGINAL ROAD REBUILD PROGRAM

ORIGINAL ROAD RECONSTRUCTION PROGRAM

PROPOSED ROAD RECONSTRUCTION (REVISED) 1990

PROPOSED ROAD RECONSTRUCTION (ORDER OF PRIORITY) 1990

ATIKOKAN ROAD CONSTRUCTION HISTORY

ATIKOKAN ROAD RECONSTRUCTION HISTORY 1979-1989

March 9, 1990

ATIKOKAN

DISTRICT OF
RAINY RIVER

SCALE: ONE INCH TO 600 FEET

PLAN SHOWING HOUSE NUMBERS

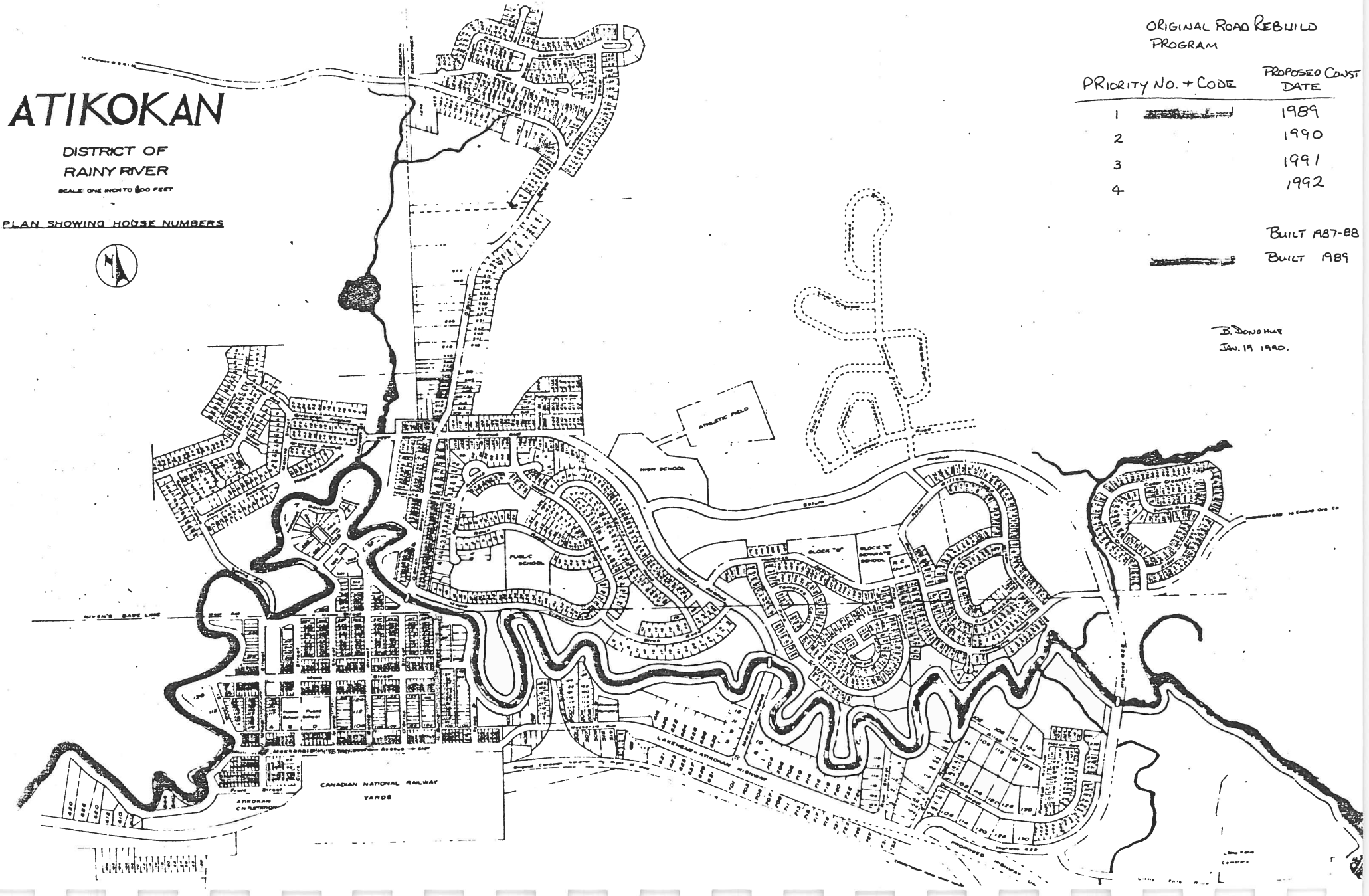
ORIGINAL ROAD REBUILD PROGRAM

PRIORITY NO. + CODE	PROPOSED CONST DATE
1	1989
2	1990
3	1991
4	1992

BUILT 1987-88

BUILT 1989

B. DONOHUE
JAN. 19 1990.



ATIKOKAN

DISTRICT OF
RAINY RIVER

SCALE: ONE INCH TO 800 FEET

PLAN SHOWING HOUSE NUMBERS

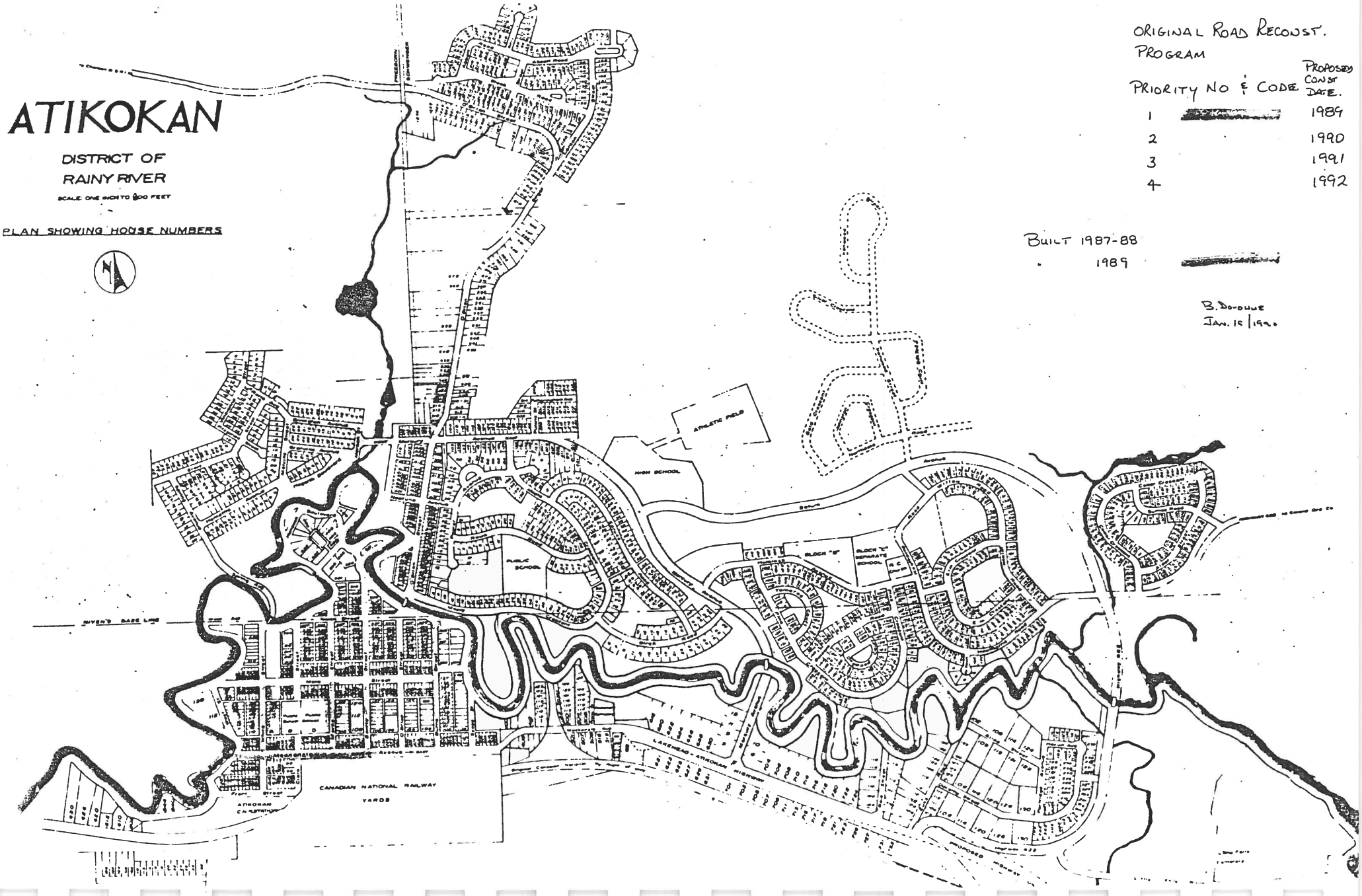
ORIGINAL ROAD RECONST. PROGRAM

PRIORITY NO & CODE	PROPOSED CONST DATE.
1	1989
2	1990
3	1991
4	1992

BUILT 1987-88

1989

B. DOUCETTE
JAN. 16/1990.

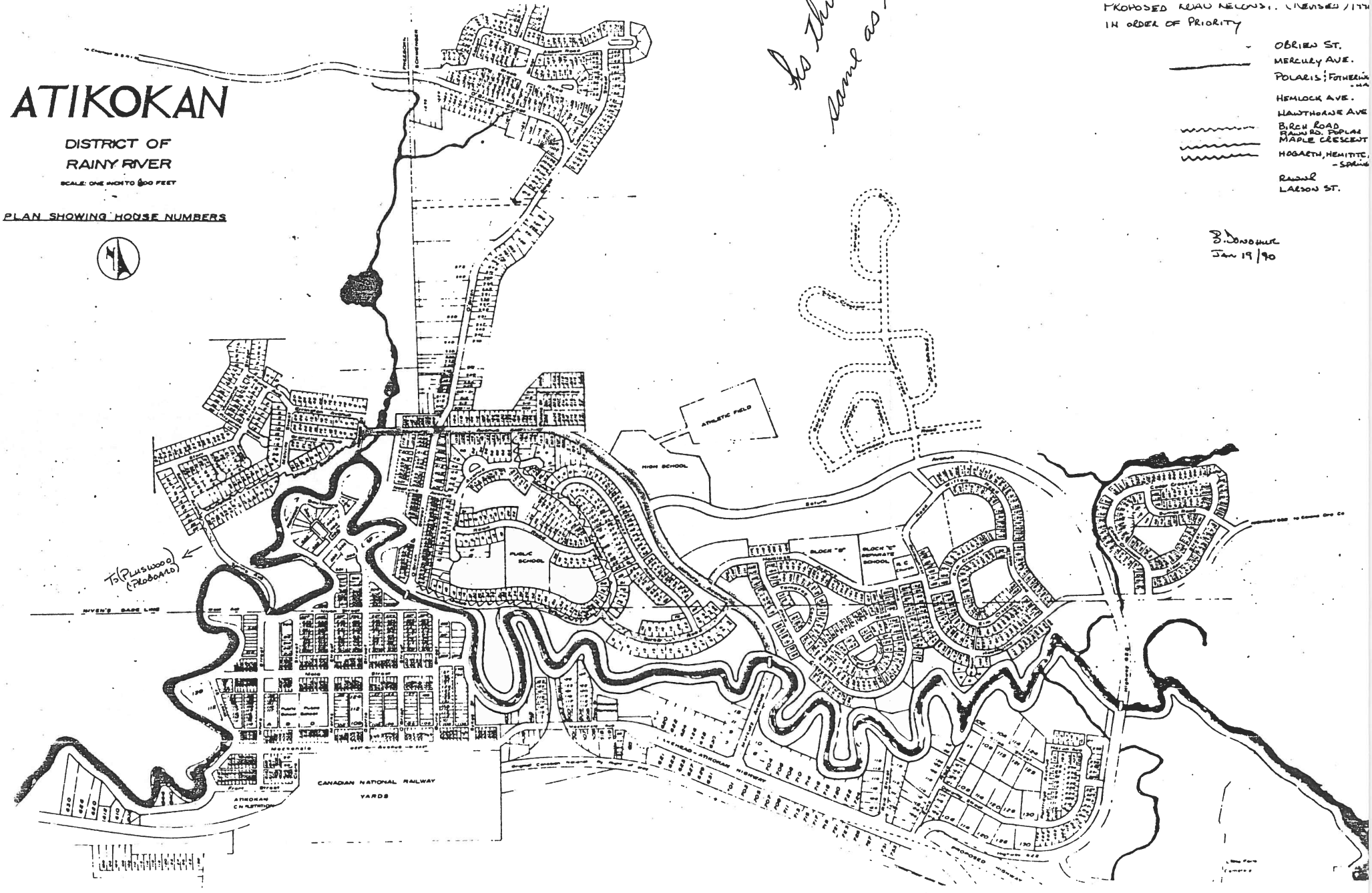


ATIKOKAN

DISTRICT OF
RAINY RIVER

SCALE: ONE INCH TO 600 FEET

PLAN SHOWING HOUSE NUMBERS



PROPOSED ROAD NAMES: (REVISED 1990)
IN ORDER OF PRIORITY

- OBRIEN ST.
- MERCURY AVE.
- POLARIS; FOTHERIN - MA
- HEMLOCK AVE.
- HAWTHORNE AVE
- BIRCH ROAD PLANK RD. POPLAR
- MAPLE CRESCENT
- HOGARTH, HEMITITE, - SPRUC
- RADAR
- LARSON ST.

B. Donohue
Jan 19/90

DRAFT FOR DIS. PURPOSES ONLY

P.12 in brief

Atikokan Road Reconst. History 1979 - 1989

Jan 17/90

1) Alder Street - Cedar Crescent to Cedar Crescent - Total Reconst. 1978-79
2) a) Mackenzie Ave - Croone St to Hwy 622 - O/L 37mm 1979
b) Dorothy Street - Zuke Road to Heron - Paved 37mm 1979
c) Heron Ave - Dorothy St. to Partridge Ave - Paved 37mm 1979
d) Partridge - Dorothy to Heron - Paved 37mm 1979
3) a) Goodwin St. - Entire St. - New Const. 1979 - 80
b) Rooney St. - " " - " " "
c) Mackenzie Ave. - Rooney to Mackenzie Bridge - New Const 1979 - 80
4) a) Niven St. - OBrien to Clark - Total Rebuild 1980
b) White St - Main to Niven - " " "
5) Airport Road - Airport Turnoff (Corrie St.) to Airport Terminal - Total Rebuild 1982-8.
Front St. - White St. to Spur Line - Partial Rebuild + Overlay 1983-84 Paved 1985
6) a) Main St. - Burns St. to West St. - Partial Rebuild C;G. + O/L 1985
b) OBrien St. - Main St to Niven St. - " " " " 1985
c) Cedar Crescent - Alder to Norway Road - Total Rebuild 1985
d) Sumac Road - Cedar Crescent to Alder - " " "
7) Steerola St. - Mercury Ave - South Total Rebuild 1986
8) a) OBrien St. - Mackenzie to Main - Total Rebuild 1987-88
b) Mackenzie Ave - Corrie St to Croone St. - " " " "
9) a) Burns St. - Mackenzie Ave to Niven - Total Rebuild 1989
b) Corrie St. - Mackenzie to Main - Total Rebuild 1989
c) Mark St. - " " " " "
d) White St. - " " " " "
e) Mackenzie Ave. - Corrie to West " " "
f) OBrien St. - Mayle to Mercury " " "

ATIKOKAN

DISTRICT OF
RAINY RIVER

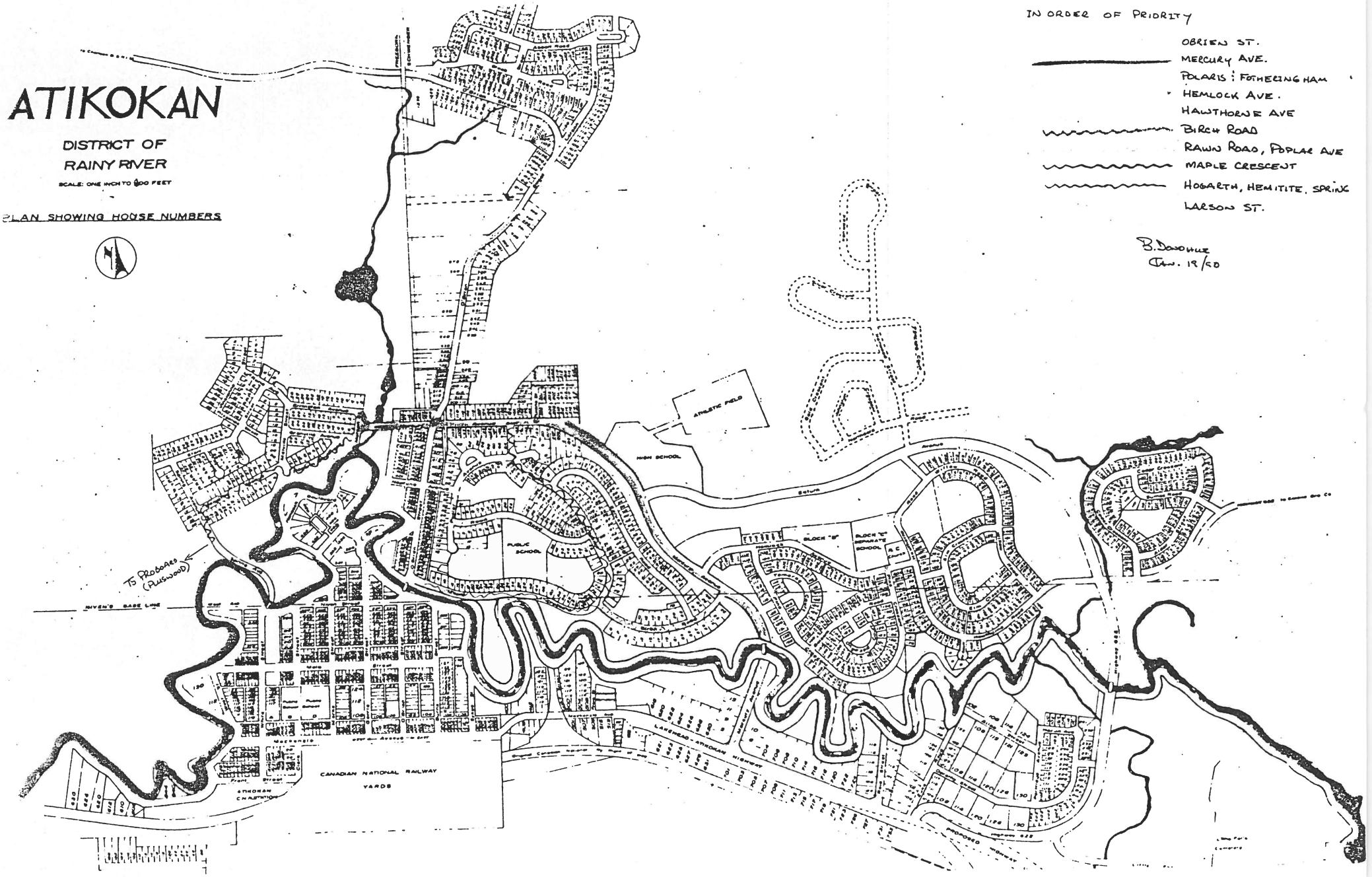
SCALE: ONE INCH TO 800 FEET

PLAN SHOWING HOUSE NUMBERS

IN ORDER OF PRIORITY

OBRIEN ST.
MERCURY AVE.
POLARIS : FOTHERINGHAM
HEMLOCK AVE.
HAWTHORNE AVE
BIRCH ROAD
RAWN ROAD, POPLAR AVE
MAPLE CRESCENT
HOGARTH, HEMITITE, SPRUCE
LARSON ST.

B. Donohue
Jan. 19/60



ATIKOKAN ROAD CON.
1979 -89

B. DONOHUE
JAN 19

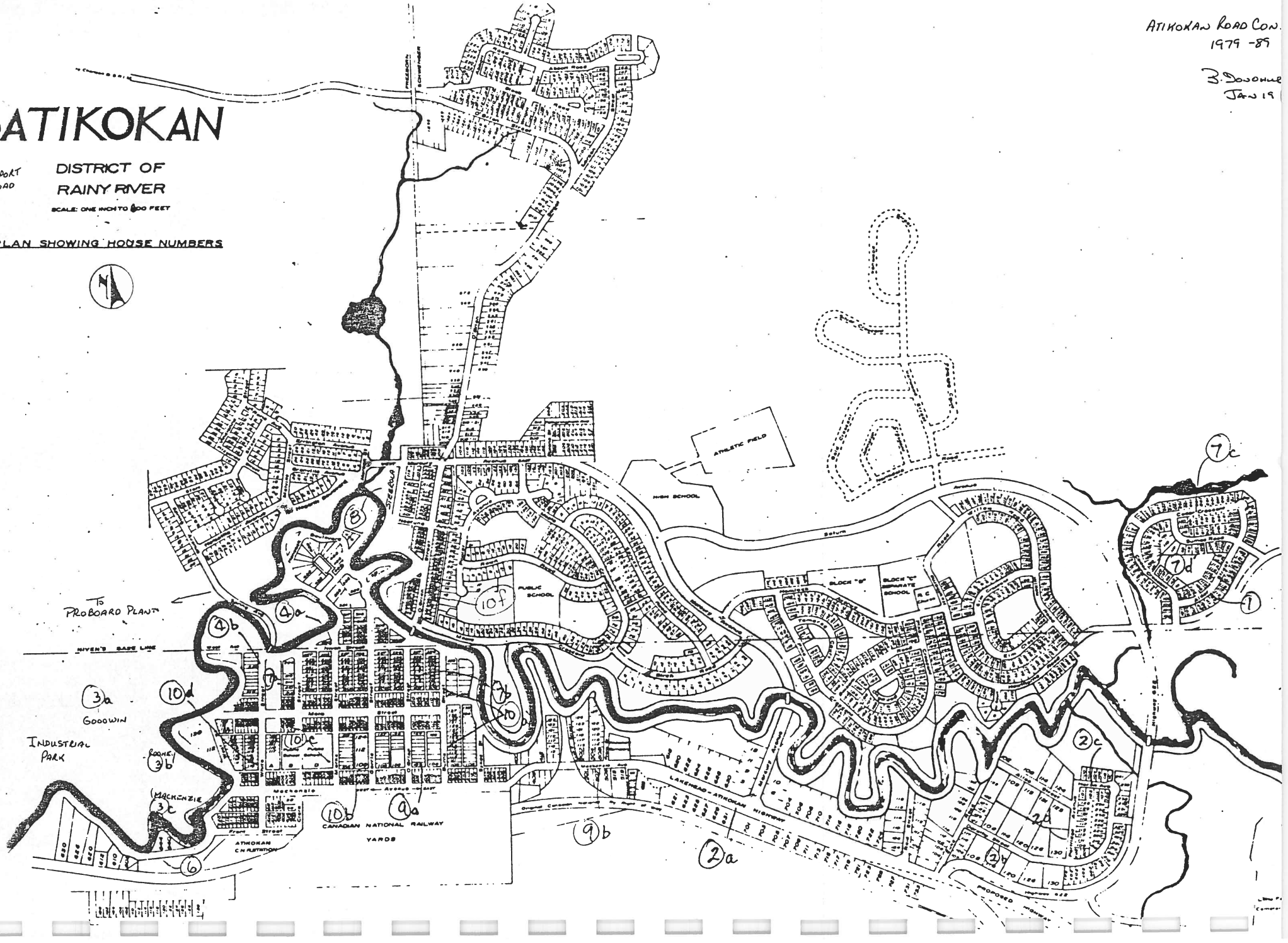
ATIKOKAN

AIRPORT ROAD

DISTRICT OF
RAINY RIVER

SCALE: ONE INCH TO 800 FEET

PLAN SHOWING HOUSE NUMBERS



ATIKOKAN ROAD REC
HISTORY 1979-89

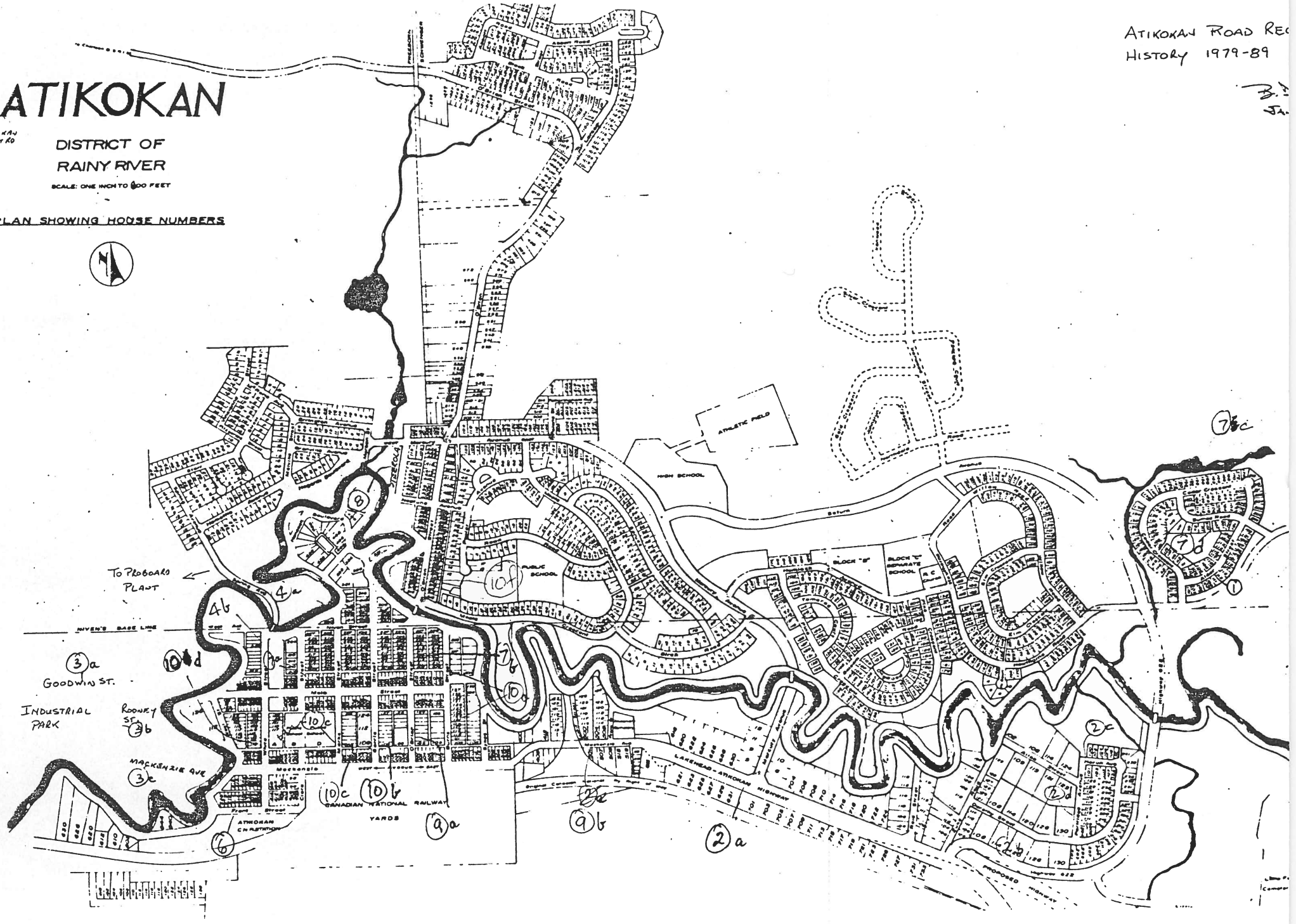
(3) Atikokan Gibbard Rd

ATIKOKAN

DISTRICT OF
RAINY RIVER

SCALE: ONE INCH TO 600 FEET

PLAN SHOWING HOUSE NUMBERS



Appendix No. 5

A Report on the

1990 Road Reconstruction Program For Atikokan

by

Solmundson Engineering Group

February 2, 1990

March 9, 1990

Appendix No. 6

FINANCIAL BACKGROUND

TOWNSHIP OF ATIKOKAN

1979 - 1989

March 9, 1990

	RESIDENTIAL				COMMERCIAL				BUSINESS				TOTAL		
Year	Assessment	% Change	Chge on Ass. Base	% Tot. Assess.	Assessment	% Change	Chge on Base	% Tot. Ass	Assessment	% Change	Chge on Base	% Tot. Assess	Assessment	% Change	Chge on Base
1989	5,674,241	-2.1%	6.3%	57.4%	3,041,240	5.1%	-55.9%	30.8%	1,163,855	5.2%	-67.2%	11.8%	9,879,336	0.9%	-37.4%
1988	5,795,119	1.5%	8.5%	59.2%	2,894,142	-3.8%	-58.0%	29.5%	1,106,170	-5.0%	-68.9%	11.3%	9,795,431	-0.9%	-38.0%
1987	5,708,371	-5.1%	6.9%	57.8%	3,008,706	-5.0%	-56.4%	30.4%	1,163,850	-6.7%	-67.2%	11.8%	9,880,927	-5.3%	-37.4%
1986	6,014,819	-1.5%	12.7%	57.7%	3,166,752	2.1%	-54.1%	30.4%	1,247,905	2.1%	-64.9%	12.0%	10,429,476	0.0%	-33.9%
1985	6,105,190	-4.8%	14.4%	58.5%	3,100,857	6.2%	-55.0%	29.7%	1,222,225	10.3%	-65.6%	11.7%	10,428,272	-0.1%	-33.9%
1984	6,414,160	-3.5%	20.1%	61.4%	2,919,471	11.9%	-57.7%	28.0%	1,107,900	10.4%	-68.8%	10.6%	10,441,531	1.8%	-33.9%
1983	6,647,056	-1.7%	24.5%	64.8%	2,608,948	-0.2%	-62.2%	25.4%	1,003,170	2.3%	-71.8%	9.8%	10,259,174	-0.9%	-35.0%
1982	6,758,911	0.0%	26.6%	65.3%	2,613,568	10.3%	-62.1%	25.2%	980,650	19.0%	-72.4%	9.5%	10,353,129	4.0%	-34.4%
1981	6,756,779	6.4%	26.6%	67.9%	2,368,962	-45.0%	-65.6%	23.8%	824,410	-58.7%	-76.8%	8.3%	9,950,151	-21.3%	-37.0%
1980	6,348,000	18.9%	18.9%	50.2%	4,308,000	-37.5%	-37.5%	34.1%	1,995,000	-43.9%	-43.9%	15.8%	12,651,000	-19.9%	-19.9%
1979	5,339,000			33.8%	6,896,000			43.7%	3,553,000		0.0%	22.5%	15,788,000		0.0%

Year	Municipal Mill	% Change	Chge on Base	Commercial Mill	% Change	Chge on Base	Total Taxes	% Change	Chge on Base	C.P.I. 1981=100	C.P.I. Adjusted	Inflation Shortfall	Outstanding Taxes	% Change	Debenture Debt	% Change	Debenture Load	% Change	% Ann. Taxes
1989	138.41	2.5%	139.3%	162.83	2.5%	139.2%	1,487,764	3.0%	22.1%	148.4	2,241,370	(753,606)	511,290	25.8%	195,291	57.2%	2,779,490	161.6%	186.8%
1988	135.07	5.3%	133.5%	158.91	5.3%	133.5%	1,443,868	5.2%	18.5%	143.8	2,171,893	(728,025)	406,542	-1.8%	124,240	-0.4%	1,062,573	57.6%	73.6%
1987	128.30	3.4%	121.8%	150.94	3.4%	121.7%	1,372,392	-2.0%	12.6%	138.2	2,087,313	(714,921)	413,813	-40.7%	124,715	-6.1%	674,189	-3.4%	49.1%
1986	124.09	14.1%	114.5%	145.99	14.1%	114.5%	1,400,469	13.3%	14.9%	132.4	1,999,713	(599,244)	697,953	133.8%	132,817	-0.1%	697,953	-3.1%	49.8%
1985	108.71	9.0%	87.9%	127.90	9.0%	87.9%	1,235,667	2.9%	1.4%	127.2	1,921,174	(685,507)	298,516	-2.8%	132,922	1439.7%	720,146	-2.7%	58.3%
1984	99.73	11.9%	72.4%	117.33	11.9%	72.4%	1,200,372	22.5%	-1.5%	122.3	1,847,166	(646,794)	307,178	123.7%	8,633	-0.1%	739,774	14494.1%	61.6%
1983	89.16	22.1%	54.1%	104.89	22.1%	54.1%	979,739	20.3%	-19.6%	117.2	1,770,138	(790,399)	137,323	13.3%	8,643	0.0%	5,069	-22.7%	0.5%
1982	73.02	3.8%	26.2%	85.90	3.8%	26.2%	814,528	7.1%	-33.2%	110.8	1,673,475	(858,947)	121,233	37.9%	8,639	-42.4%	6,560	-2.7%	0.8%
1981	70.38	19.6%	21.7%	82.79	19.6%	21.6%	760,185	-23.4%	-37.6%	100.0	1,510,357	(750,172)	87,933	21.4%	15,011	-27.9%	6,740	-92.9%	0.9%
1980	58.84	1.7%	1.7%	69.23	1.7%	1.7%	992,452	-18.6%	-18.6%	88.9	1,342,707	(350,255)	72,409	-14.7%	20,815	-64.6%	94,958	-25.9%	9.6%
1979	57.85		0.0%	68.07		0.0%	1,218,858		0.0%	80.7	1,218,858	0	84,852		58,735		128,114		10.5%
							12,906,294				19,784,165	(6,877,871)							

A.E.D.C. February 28, 1990

Appendix No. 7

ATIKOKAN DEMOGRAPHICS

March 9, 1990

ATIKOKAN DEMOGRAPHICS

CENSUS REPORT

AGE GROUP – MALES	1979	1980	1981	1982	1985	1988
0	25	18	2	21	20	6
1	32	44	24	27	32	23
2	53	30	36	39	36	26
3	35	46	31	45	35	34
4	43	33	45	42	27	30
5	33	40	32	50	34	31
6	46	46	39	36	39	33
7–8	101	86	69	68	79	60
9–10	104	96	84	83	73	66
11–12	92	94	91	104	56	59
13–14	116	90	73	73	81	57
15	73	56	38	37	56	31
16	77	58	54	44	39	36
17	69	72	56	50	31	35
18	55	63	71	56	38	49
19	59	46	57	64	38	27
20	48	50	43	53	40	23
21–25	249	210	232	228	199	149
26–30	203	162	146	183	216	189
31–35	170	150	159	176	175	192
36–40	135	119	112	140	146	154
41–45	141	131	116	126	98	124
46–50	152	135	125	12	111	89
51–55	165	145	135	137	113	102
56–59	112	108	109	112	97	92
60	21	25	27	21	30	23
61–65	100	99	104	110	105	99
66–69	56	61	63	67	69	81
70+	116	169	83	84	85	123
	2681	2482	2256	2288	2198	2043

March 1, 1990

ATIKOKAN DEMOGRAPHICS

CENSUS REPORT

AGE GROUP – FEMALES	1979	1980	1981	1982	1985	1988
0	23	19	4	25	14	11
1	35	28	19	30	30	22
2	36	36	26	37	37	27
3	53	32	34	36	29	20
4	33	40	30	40	28	27
5	40	31	35	30	42	34
6	44	37	30	36	29	23
7–8	93	74	69	74	60	70
9–10	111	90	71	38	55	58
11–12	87	87	86	93	610	45
13–14	93	83	79	85	76	50
15	50	46	41	39	42	26
16	58	43	45	44	42	30
17	62	49	40	41	33	40
18	61	52	46	42	39	41
19	67	53	57	40	31	39
20	49	49	54	52	34	22
21–25	206	167	177	201	186	113
26–30	181	155	149	173	187	191
31–35	178	163	159	183	153	164
36–40	139	129	113	137	156	143
41–45	150	136	121	124	113	119
46–50	132	113	119	112	119	7
51–55	145	140	135	118	96	99
56–59	103	105	102	105	99	87
60	22	23	21	25	25	28
61–65	93	107	95	97	119	106
66–69	43	46	64	67	58	75
70+	94	71	74	82	114	131
	2481	2204	2095	2206	2656	1848

March 1, 1990

ATIKOKAN DEMOGRAPHICS

CENSUS REPORT

AGE GROUP – TOTAL	1979	1980	1981	1982	1985	1988
0	48	37	6	46	34	17
1	67	72	43	57	62	45
2	89	66	62	76	73	53
3	88	78	65	81	64	54
4	76	73	75	82	55	57
5	73	71	67	80	76	65
6	90	83	69	72	68	56
7–8	194	160	138	142	139	130
9–10	215	186	155	121	128	124
11–12	179	181	177	197	666	104
13–14	209	173	152	158	157	107
15	123	102	79	76	98	57
16	135	101	99	88	81	66
17	131	121	96	91	64	75
18	116	115	117	98	77	90
19	126	99	114	104	69	66
20	97	99	97	105	74	45
21–25	455	377	409	429	385	262
26–30	384	317	295	356	403	380
31–35	348	313	318	359	328	356
36–40	274	248	225	277	302	297
41–45	291	267	237	250	211	243
46–50	284	248	244	124	230	96
51–55	310	285	270	255	209	201
56–59	215	213	211	217	196	179
60	43	48	48	46	55	51
61–65	193	206	199	207	224	205
66–69	99	107	127	134	127	156
70+	210	240	157	166	199	254
	5162	4686	4351	4494	4854	3891

March 1, 1990

ATIKOKAN DEMOGRAPHICS

AGE GROUP	1979	1980	1981	1982	1985	1988	1993	1998	2003
0–5	441	397	318	422	364	291	250	210	180
6–10	499	429	362	335	335	310	291	250	225
11–15	511	456	408	431	921	268	310	291	250
16–20	605	535	523	486	365	342	268	310	291
21–25	455	377	409	429	385	262	342	268	310
26–30	384	317	295	356	403	380	262	342	300
31–35	348	313	318	359	328	356	380	262	350
36–40	274	248	225	277	302	297	360	380	280
41–45	291	267	237	250	211	243	300	360	380
46–50	284	248	244	124	230	96	250	300	360
51–55	310	285	270	255	209	201	125	250	300
56–60	258	261	259	263	251	230	225	125	250
61–65	193	206	199	207	224	205	240	225	125
65+	309	347	284	300	326	410	450	465	490
	5162	4686	4351	4494	4854	3891	4053	4038	4091

AGE GROUP	1979	1980	1981	1982	1985	1988	1993	1998	2003
0–5	8.5%	8.5%	7.3%	9.4%	7.5%	7.5%	6.2%	5.2%	4.4%
6–10	9.7%	9.2%	8.3%	7.5%	6.9%	8.0%	7.2%	6.2%	5.5%
11–15	9.9%	9.7%	9.4%	9.6%	19.0%	6.9%	7.6%	7.2%	6.1%
16–20	11.7%	11.4%	12.0%	10.8%	7.5%	8.8%	6.6%	7.7%	7.1%
0–20	40%	39%	37%	37%	41%	31%	28%	26%	23%
21–25	8.8%	8.0%	9.4%	9.5%	7.9%	6.7%	8.4%	6.6%	7.6%
26–30	7.4%	6.8%	6.8%	7.9%	8.3%	9.8%	6.5%	8.5%	7.3%
31–35	6.7%	6.7%	7.3%	8.0%	6.8%	9.1%	9.4%	6.5%	8.6%
36–40	5.3%	5.3%	5.2%	6.2%	6.2%	7.6%	8.9%	9.4%	6.8%
41–45	5.6%	5.7%	5.4%	5.6%	4.3%	6.2%	7.4%	8.9%	9.3%
46–50	5.5%	5.3%	5.6%	2.8%	4.7%	2.5%	6.2%	7.4%	8.8%
51–55	6.0%	6.1%	6.2%	5.7%	4.3%	5.2%	3.1%	6.2%	7.3%
56–60	5.0%	5.6%	6.0%	5.9%	5.2%	5.9%	5.6%	3.1%	6.1%
61–65	3.7%	4.4%	4.6%	4.6%	4.6%	5.3%	5.9%	5.6%	3.1%
21–65	54%	54%	56%	56%	52%	58%	61%	62%	65%
65+	6.0%	7.4%	6.5%	6.7%	6.7%	10.5%	11.1%	11.5%	12.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

March 1, 1990